



CLAIMS

Claim 1-3 (Canceled)

Claim 4 (new)

What I claim as my invention is: Automatic braking device stopping traffic accident for all motor/engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships, submarine comprising either sensor(s) or radar(s) being equipped therein for detecting at specified distance between vehicle and obstruction, for reacting against obstruction based on the result of detection detected by sensor(s) that automatic braking being operated for stopping motor/engine vehicle running, including:

- either sensors or other equivalents having capacity for detecting both vehicle and human body, with anti-snow, against light of opposite vehicle flashing facilities being equipped in front and rear motor/engine vehicle for detecting at specified distance both connecting to automatic braking (motor) unit, rear radar being connected through switch of rear lamp to be switched on during backing,

- second front sensor being equipped in motor/engine vehicle for detecting at longer specified distance against obstruction for functioning automatic braking earlier on wet road driving, raining water connecting between electric wire of sensor to that of automatic braking (motor) unit, indicator lamp shown, extinguishing connection by wind drying water to its box after raining over of automatic water switch,

- third front sensor being equipped in motor/engine vehicle for detecting at the longest specified distance against obstruction, connecting either (indicator) sonorous signal lamp or message recorder to sound driver for lowering vehicle speed averting automatic braking,

- speedometer being used as a switch for connecting between third sensor and either (indicator) sonorous signal lamp or message recorder at high speed, speed below 15 without sensor connection for motor/engine vehicle approaching closer during heavy traffic, speedometer pointer conducting to indicator (rear) surface at any speed as desirable for connecting sensor(s) in operation, a revert timer be equipped instead for switching third sensor off, of automatic lowering speed,

- extra sensors being installed at right and left mirrors of motor/engine vehicle connecting signal lamp to switch it on for back detecting during turning, connecting either sonorous signal lamp on indicator or voice recorder for sounding driver in case rear vehicle being detected at a specified distance,

- small sensors being installed at both sides of motor/engine vehicle for detecting extremely approaching running vehicles, connecting to (indicator) color signal lamps shown on indicator that right or left side under detection,

- either signal lamp switch or a switch at steering wheel being connected for switching automatic braking device off for averting its function in motor/engine vehicle against opposite vehicle during turning,

- a driver's contact being connected in motor/engine vehicle for turning automatic braking device off during which for turning either (indicator) sonorous color signal lamp or voice recorder on sounding to driver and a thermostat being equipped against cold temperature of snow for turning (indicator) color signal lamp off of automatic safety connection,

- automatic releasing process; sensor being connected to automatic braking unit and mini-motor for reacting against obstacle both functioning of braking operation and pressing button device standby of mini-motor therein for rotating to draw lock device resulting from earlier pressing action for releasing the brake automatically just after sensor detecting free, if desirable, either automatic braking device or a second braking unit without lock being connected therein for lowering speed at a desirable specified distance of sensor detection and speedometer speed,

- automatic braking unit; Triangle wheel structure, Duo: sensor(s) being connected for detecting obstacle, triangle wheel of motor with supporting springs rotating to its edge point for operating braking on part of upper pedal, iron switches being connected for turning motor off, for locking its inner triangle wheel during braking, installing spring to pull and switch device on rotating motor for releasing brake, for Duo; lock device of motor for locking bracket arm of triangle wheel during braking after being turned off by equipping switch, driver's button and either rewind spring or double spinning motor on of triangle wheel structure Duo being equipped for releasing brake at back spin,

- automatic braking unit; Round wheel structure Duo-A, Duo-a: sensor(s) being connected for detecting obstacle, an axis fixing between center and rim of a round wheel of motor with supporting springs rotating at wheel summit for operating braking on pedal part, a switch being connected for turning motor off, braking locked by installing lock device of motor to either bracket arm of wheel or inner wheel, driver's button and either rewind spring or double spinning motor being equipped for releasing brake,

- automatic braking unit; Screw & Unscrew structure Duo-B: sensor(s) being connected for detecting obstacle, a toothed spindle engaging through gear-nut of frame with motor under supporting springs screwing out for operating braking on pedal part, a switch being connected for turning motor off, lock device being installed for locking spindle during braking, driver's button and either slotted spindle spring or spring linked to frame being equipped for releasing brake,

- automatic braking unit; Axis-gear structure Duo-C: sensor(s) being connected for detecting obstacle, an axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor with supporting springs moving axis for applying brake on pedal part, a switch being connected for turning motor off, lock device for

locking axis during braking, driver's button and spring being installed for releasing brake,

- automatic braking unit; Extra outlet structure Duo-D: sensor(s) being connected for detecting obstacle, an axis fixing between center and rim of a round wheel with connecting rod of motor under supporting springs for applying brake to an extra outlet built from brake original booster master cylinder, a switch being connected for turning motor off, lock device for locking connecting rod during braking, driver's button and revert spring being installed for releasing brake at back spin,

- automatic braking unit; Moving frame structure Duo-E: extra outlet with hose and complete connecting rod kit with spring in an air releasing unit installing ball bearing centered to a wheel being fixed on a moving frame, sensor(s) being connected for detecting obstacle, oscillator reacting wheel of frame pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine for applying brake, lock device for locking air releasing unit during braking, driver's contact being installed for releasing brake,

- automatic braking unit; Bracket drive structure Duo-F: sensor(s) being connected for detecting obstacle, two springs from a frame of motor with supporting springs fixed to both ends of a frame bar holding a pin moving in frame cavity, a rectangular bracket being installed therein to drive it against pedal part for operating braking, a switch being connected for turning motor off, lock device for locking bar during braking, driver's button and spring being equipped for releasing brake,

- automatic braking unit; Direct spin structure Duo-G: sensor(s) being connected for detecting obstacle, motor with supporting springs equipped next to pedal part rotating its bar for operating braking on it, a switch being connected for turning motor off, lock device for locking inner motor wheel during braking, driver's button and rewind spring being equipped for releasing brake,

- automatic braking unit; Oval & Hexagonal wheel structure Duo-H, Duo-I: sensor(s) being connected for detecting obstacle, motor with supporting springs rotating its wheel for applying brake on pedal part, a switch being connected for turning motor off, lock device for locking either wheel or inner motor wheel during braking, driver's button and rewind spring being equipped for releasing brake,

- either brake pedal of upper part being prolonged for applying brake under different positions or automatic braking pedal; a same axis being installed for movement of both extra pedal and vehicle pedal for applying brake independently under different positions,

- lock device; a spring pushing a bar through frame outlet in device, outer part of bar for locking bracket (of wheel) approaching over it to be blockaded therein by spring force, end part of bar being fixed with a cable through inner spring from device to either mini-motor or driver's contact by drawing for releasing brake.

Claim 5 (new)

What I claim as my invention is: Automatic traffic light device for stopping all motor/engine vehicles without surpassing on red, including lamp(s) being equipped either on traffic signal or in area nearby, its beam flashing at specified zone for reacting function of automatic braking devices of front vehicles approaching and stopping on red for averting further advancing.

Claim 6 (new)

What I claim as my invention is: Automatic braking device stopping traffic accident for all motor/engine vehicles, automobiles, trucks, buses, vans, trains, tanks, motorcycles, trains, airplanes, ships, submarine referring to claim 4 and Automatic traffic light device for stopping all motor/engine vehicles without surpassing on red referring to claim 5 wherein the original elements, composition, function, structures, process of making, installation, of the invention, any other structures, modifications, replacement of parts, of facilities being assembled for performing both the same devices and similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems under other names are in the scope of the protection of the invention, the invention be used everywhere.